

CLAIM AMENDMENTS

1. (Canceled)
2. (Previously presented) Method according to Claim 23, wherein the operating element is a rotary switch with at least six preferred switching positions.
3. (Previously presented) Method according to Claim 23, wherein a sun blind is provided on the interior side of the vehicle of the multipart sliding roof, which sun blind is coupled with a sun sensor and, when a massive sun radiation is detected, is automatically moved into the closing position.
4. (Currently amended) Method according to Claim 3, wherein, when the individual roof ~~parts~~ sections are controlled for the opening, the sun blind is automatically moved into such a position that it comes to a stop at least behind a front edge of the roof opening.
5. (Previously presented) Method according to Claim 23, wherein the first angularly movable roof section is a wind deflector which can be adjusted as a function of the driving speed.
6. (Original) Method according to Claim 2, wherein the first angularly movable roof section is a wind deflector which can be adjusted as a function of the driving speed.
7. (Original) Method according to Claim 3, wherein the first angularly movable roof section is a wind deflector which can be adjusted as a function of

the driving speed.

8. (Original) Method according to Claim 4, wherein the first angularly movable roof section is a wind deflector which can be adjusted as a function of the driving speed.

9. (Previously presented) Method according to Claim 23, wherein after the opening, the second and third roof sections are individual sliding roof sections which are closed again by a definable amount from a completely opened position when a defined vehicle speed is exceeded.

10. (Original) Method according to Claim 2, wherein after the opening, the second and third roof sections are individual sliding roof sections which are closed again by a definable amount from a completely opened position when a defined vehicle speed is exceeded.

11. (Original) Method according to Claim 3, wherein after the opening, the second and third roof sections are individual sliding roof sections which are closed again by a definable amount from a completely opened position when a defined vehicle speed is exceeded.

12. (Original) Method according to Claim 4, wherein after the opening, the second and third roof sections are individual sliding roof sections which are closed again by a definable amount from a completely opened position when a defined vehicle speed is exceeded.

13. (Original) Method according to Claim 5, wherein after the opening, the second and third roof sections are individual sliding roof sections which are

closed again by a definable amount from a completely opened position when a defined vehicle speed is exceeded.

14. (Original) Method according to Claim 6, wherein after the opening, the second and third roof sections are individual sliding roof sections which are closed again by a definable amount from a completely opened position when a defined vehicle speed is exceeded.

15. (Original) Method according to Claim 7, wherein after the opening, the second and third roof sections are individual sliding roof sections which are closed again by a definable amount from a completely opened position when a defined vehicle speed is exceeded.

16. (Original) Method according to Claim 8, wherein after the opening, the second and third roof sections are individual sliding roof sections which are closed again by a definable amount from a completely opened position when a defined vehicle speed is exceeded.

17. (Canceled).

18. (Previously presented) A multipart sliding roof assembly according to Claim 24, wherein the operating element is a rotary switch with at least six preferred switching positions.

19. (Previously presented) A multipart sliding roof assembly according to Claim 24, wherein a sun blind is provided on the interior side of the vehicle of the multipart sliding roof, which sun blind is coupled with a sun sensor and, when a massive sun radiation is detected, is automatically moved into the

closing position.

20. (Previously presented) A multipart sliding roof assembly according to Claim 19, wherein, when the individual roof parts are controlled for the opening, the sun blind is automatically moved into such a position that it comes to a stop at least behind a front edge of the roof opening.

21. (Previously presented) A multipart sliding roof assembly according to Claim 24, wherein the first angularly movable roof section is a wind deflector which can be adjusted as a function of the driving speed.

22. (Previously presented) A multipart sliding roof assembly according to Claim 24, wherein after the opening, the second and third roof sections are individual sliding roof sections which are closed again by a definable amount from a completely opened position when a defined vehicle speed is exceeded.

23. (Currently amended) A method of controlling a multipart sliding roof for a motor vehicle having:

a roof opening,

a first angularly movable roof section,

a second longitudinally movable roof section,

a third longitudinally movable roof section, and

a movable operating element selectively movable between at least six different switching positions corresponding to respective predetermined roof opening conditions,

said method comprising:

monitoring a starting roof opening condition,
movement of the control element to a switching position corresponding to
a selected predetermined roof opening condition, and
controlling movement of the roof sections from the starting roof opening
condition to the selected predetermined roof opening condition with different
sequential movements for different starting roof opening conditions in a manner
which is fastest and yet safest so as to prevent jamming.

24. (Currently amended) A multipart sliding roof assembly for a motor
vehicle comprising:

a roof opening;
a first angularly movable roof section;
a second longitudinally movable roof section;
a third longitudinally movable roof section;
a movable operating element selectively movable between at least six
different switching positions corresponding to respective predetermined roof
opening conditions, conditions; and
a control unit responsive to starting roof opening conditions and to
movement of the operating element to a switch position corresponding to a
selected predetermined roof opening condition to control movement of the roof
sections from the starting roof opening condition to the selected predetermined
roof opening condition with different sequential movements of the roof sections

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for different starting roof opening conditions in a manner which is fastest and
yet safest so as to prevent jamming.